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# The China Mail

ESTABLISHED 1845

No. 14,447.

號四九八零百九千一第

HONGKONG, WEDNESDAY, AUGUST 4, 1909.

日九十月六年元統宣

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A. S. WATSON & CO., LTD.  
Incorporated in England.  
Established 1847.

SLEEPING IN BAKEHOUSES.

At the meeting of the Sanitary Board on Tuesday afternoon, over which Mr. E. D. C. Wolfe presided, those present being the Hon. Mr. P. N. H. Jones, Hon. Mr. A. W. Brown, Registrar-General, Mr. A. Shelton Hooper, Dr. G. L. Fitzwilliams, Mr. Lau Chu Pak, Mr. Ho Kom Tong, Dr. F. Clark, Medical Officer of Health, Dr. F. P. Clark, Assistant Medical Officer of Health, and Mr. W. Bowen-Bowland, secretary, the Head of the Sanitary Department submitted a minute relative to an amendment of regulation No. 10 of the Bakehouse Byelaws.

Mr. Hooper proposed the adoption of this amendment, which was seconded by the President.

Dr. Clark said the decision to allow two men to sleep in a bakehouse was only arrived at by the casting vote of the Chairman. There was a certain amount of feeling among members of the Board regarding this question, and generally it was not considered desirable that two men should sleep in a bakehouse. For his own part he did not think it at all desirable, and at home no one was allowed to sleep in a bakehouse. The idea of Chinese of the coolie class sleeping in the room in which the bread was made was repugnant to our feelings. If any limitation was made to the bylaw he should prefer to see it made to correspond with the dairy bylaws, which presented anyone from sleeping in a dairy. He opposed the resolution and asked members to consider the question carefully before voting on it. With regard to the question of eating-houses, he did not want to put difficulties in the way of licences, but he thought there might be another way of getting over the trouble. If people slept on the premises at all they slept with the floor and with the bread.

Mr. Shelton Hooper thought the last speaker had gone outside the question by quoting eating-houses. The bylaw referred to bakehouses.

Dr. Clark stated that some of the eating houses were licensed as bakehouses because they sold bread and biscuits to customers who did not consume them on the premises.

Hon. Mr. Jones—Why were two caretakers asked for?

The President—Because one man is apparently afraid to sleep on the premises. The second is wanted for greater security, I suppose.

Dr. Clark moved an amendment that the matter be referred to a committee to consider the question more fully.

Dr. Fitzwilliams seconded, and the amendment was carried, the committee appointed being composed of the Registrar-General, the Medical Officer of Health and Mr. Lau Chu Pak.

UNITED ASBESTOS ORIENTAL AGENCY, LTD.  
The following report will be presented to shareholders at the thirteenth ordinary annual meeting to be held at the offices of Messrs. Dodwell and Co., Ltd., Queen's Buildings, on Monday, the 23rd day of August, 1909, at 3 p.m.—The General Managers have now the pleasure to lay before the shareholders the accompanying statement of accounts for the year ended 31st May, 1909.

The balance at the credit of profit and loss account, after writing off \$270.50 for depreciation and including \$1,204.78 brought forward from last year, is \$9,232.54, which it is proposed to appropriate as follows—  
To place to Reserve fund ..... \$1,000.00  
To pay a dividend of 15% on ordinary shares ..... \$1,354.00  
To General Managers' remuneration, 0.000.00  
To carry forward to new account ..... \$4,878.54  
\$9,232.54

INFANTILE CHOLERA.  
An unusual loosening of a child's bowels during the hot weather should be a warning to mothers. Infantile cholera may develop in a few hours, and prompt action should be taken to avoid it. Chamberlain's Colic, Cholera and Diarrhoea Remedy, followed by a dose of castor oil, will check the illness in its incipency, and all danger may be avoided. For sale by all chemists and druggists.

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With classified list, Appendix of General Information, list of Residents and four maps.

Book form, red leather gilt. Price \$5.00  
At all Booksellers or by post from K. A. Massey, Hongkong Hotel.

All Advertisements face Reading Matter.  
Hongkong, July 24, 1909.

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Shoes.

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BEER  
LIGHT AND REFRESHING  
SUMMER BEVERAGES.

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CALDBECK, MACGREGOR & Co.  
H. PRIOR & Co., Ltd.  
VICTORIA DISPENSARY.  
A. S. WATSON & Co., Ltd.  
KOWLOON DISPENSARY.  
FRENCH STORE.  
WATKINS, Ltd.  
AND EVERYWHERE.

SOLE AGENTS:  
THE MITSUI BUSSAN KAISHA.

Hongkong, July 7, 1909.

SUTTON'S SEEDS  
SPECIAL SELECTED COLLECTIONS  
FOR THIS CLIMATE.  
VEGETABLES AND FLOWERS  
IN AIR TIGHT CASES.

CHINA EXPRESS CO.,  
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Telephone 663.  
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CANTON.

NEW TWIN SCREW STEAMER.  
S.S. SAN CHEUNG  
Fitted throughout with Electric Light  
and Fans supplied in all cabins.  
(Capt. J. McGINTY).

LEAVES Hongkong for Canton at 9 p.m.  
SUNDAY, TUESDAY & THURSDAY.

Leaves Canton for Hongkong at 5.30 p.m.  
MONDAY, WEDNESDAY & FRIDAY.  
Fare, 1st Class, \$2.50 single passage.  
Meals, \$1 each.  
Servants, passages must be paid for.  
CHUNG ON STEAMBOAT CO., LTD.  
No. 235, De Young Road Central.  
Hongkong, November 15, 1908.

Business Notices.  
BELL'S ASBESTOS EASTERN AGENCY, LIMITED  
(SOLE AGENTS FOR BELL'S ASBESTOS CO., LTD., LONDON).

BELL'S ASBESTOS  
THE MOST RELIABLE PACKING FOR MARINE ENGINEERS.  
Beware of Imitations. Sole Manufacturers:  
BELL'S ASBESTOS CO., LTD., LONDON.  
LARGE STOCK OF PACKINGS, JOINTINGS, &c., ALWAYS IN HAND.  
OFFICE: 4, QUEEN'S BUILDINGS.  
Telephone No. 501.

LANE, CRAWFORD & CO.  
TRAIN YOUR DOG  
TO EAT  
SPRATT'S BISCUITS.

DRY SOFT FOODS ARE INJURIOUS.  
RECOMMENDED  
FOR ALL SMALL BREEDS.  
LANE, CRAWFORD & CO.  
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DRINK O. B. BEER  
PURE, LIGHT & WHOLESOME.  
BREWED ESPECIALLY FOR THE TROPICS.

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ORIENTAL BREWERY, LTD.

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Safe remedies for allaying the irritation.  
SUN GLASSES.  
HOUSEHOLD AMMONIA  
For the Bath and all Toilet Purposes.

NESTOR SANITARY FLUID  
A RELIABLE DISINFECTANT  
One Pint Tins 50 Cents. One Gallon Tins \$2.

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Mr. M. MATTHEW, Proprietor.

A THOROUGHLY FIRST-CLASS AND UP-TO-DATE HOTEL.  
Cuisine under European Supervision. Grills at short notice. Private Bar and Billiard Room. Monthly Rates for Tiffin and Dinner.  
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CENTRALLY situated, up-to-date Hotel. Recently renovated and under entirely new management. Large and comfortable rooms. Excellent cuisine, under the supervision of an experienced French Chef.

PARTICULARS AND RATES on application to MANAGER.  
L. GAMMAU, Proprietor.  
Hongkong, October 3, 1908.

KOWLOON HOTEL.

In Honour of the 7th Anniversary of the Coronation of H.M. King Edward VII.

A CORONATION DINNER  
(followed by an OPEN AIR CONCERT)

will be served on the 9th August, at 8 p.m.

The Maori 13th Regiment Band will perform during the evening.

Business Notices.  
GREEN ISLAND CEMENT CO., LTD.  
PORTLAND CEMENT

In Casks of 375 lbs. net. \$5.50 per Cask, ex Factory.  
In Bags of 250 lbs. net. \$3.45 per Bag, ex Factory.

Shewan, Tomes & Co.,  
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Rings, Brooches, Ear-rings, Pins, Pendants, Hair-combs,  
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Hall's Distemper is the quickest,  
cleanest and most beautiful form  
of decoration, as well as the one  
which conforms most to the  
requirements of modern fashion  
and good taste.

Sanitary Washable  
Hall's Distemper  
(Trade Mark)  
makes beautiful washable walls.  
It is applied with a white-wash brush,  
distinctions, and destroys all microbes,  
dries like flat paint, and sets hard as  
cement. It contains no lead and  
therefore does not discolour or turn  
black, nor crack, scale or peel off.  
Made in two qualities for inside and outside  
work; sold and used by decorators everywhere.  
Sample Shade Card and full particulars  
sent free on application to  
William C. Jack & Co., Ltd.

Rusty Keys, Tarnished Ship Fittings, Plated Dinner Services, etc.  
MADE EQUAL TO NEW

ELECTRO PLATING WORKSHOPS.  
NICKEL AND SILVER ELECTRO PLATE.

WILLIAM C. JACK & CO., LTD.  
14, DES VOEUX ROAD, HONGKONG.

ELECTRO PLATING WORKSHOPS, KOWLOON.

BREWER & Co., Limited

PEDDER STREET—ADJOINING MAIN ENTRANCE HONGKONG HOTEL.  
TELEPHONE No. 698.

New Novels 50 cents each, 3 for \$1.00.

The Sex Triumphant, by A. L. P. Davies ..... 25  
England's Peril, by Wm. Le Queux ..... 25  
A Royal Affair, by Guy Boothby ..... 25  
A Woman Hater, by Charles Beards ..... 25  
The Eldest, by Stewart E. White ..... 25  
The Log of a Cowboy, by Andy Adams ..... 25  
Castle Omeragh, by Frankfort Moore ..... 25  
The Chance of a Lifetime, by Nat Gould ..... 25  
The Adventures of Alice, by Katharine Tynan ..... 25  
The Ends of the Earth, by Hawley Smart ..... 25  
The World and Winnow, by E. H. Fowler ..... 25  
Wheels of Anxiety, by Max Pemberton ..... 25  
Millionaire's Son, by Florence Warden ..... 25  
When I was Poor, by A. W. Marchmont ..... 25  
Timpani, by Tom Gallon ..... 25  
Disillusion, by Harold Frederic ..... 25

Champagnes, Marzalas, Port, Burgundies, Brandy, Whiskies, Bitters, Sherries, Madeiras, Claret, Rocks & Mosellans, Gins, Vermouths, Liqueurs, Ales, Beers and Stouts.

Caldbeck, Macgregor & Co.,  
Wine & Spirit Merchants,  
5, Des Voeux Road, Hongkong.



## Information

**SCOTTISH LETTER.**  
(From Our Own Correspondent.)  
Edinburgh, July 2.

DEPENDENCIES OF THE NORTH AND CELESTIAL  
MOLTAKE, July 8.

The alternative suggestion to this boom is extensive submarine minefields in the lower portions of the straits, but this is not likely to be adopted. As a result of the naval war between Russia and Japan, these submarine mines are now looked upon with distrust and disfavor in the British Navy. They have shown themselves very liable to break away from their moorings, especially in a waterway where there is anything of a strong current or during a gale. A submarine mine is a terrible engine of warfare, as dangerous to friendly ships as to the foe. This the Russian Navy at Port Arthur discovered on more than one occasion.

The real protection of the forts will come, however, from a strong flotilla of ocean-going torpedo destroyers of the latest type, and capable of travelling for long distances at a very high rate of speed. These will be based upon Rosyth and Glasgow, and mooring buoys are to be laid down immediately.

As a portion of the defence scheme, the Admiralty has just completed an agreement with the port authorities of Dundee for the use of a gravi dock and a suitable basin for the flotilla of submarines and torpedo destroyers, to be stationed in the Firth of Tay, and it is proposed to negotiate a similar arrangement with the Clyde authorities.

Submarines will play a very important part in the plans for the defence of the fifths, and these craft will carry out their training in their own neighbourhoods.

Ultimately it is proposed, that as many as twenty-four destroyers will be based on the Forth and as many on the Clyde. At first, however, not more than some fourteen can be spared, "the two stations. Two of the older battleships now in reserve at Chatham or Portsmouth will be moored as guardships in the fifths, probably of the Magnificent class, now being withdrawn from the Home Fleet as further Dreadnoughts are built and put into commission.

Small protected cruisers of the Bonadici class now being constructed at Pembroke and elsewhere will also be stationed in the Forth and Clyde as parent ships for the destroyer flotilla. These vessels are specially designed for this work and for scouting purposes, and are a great advance upon previous types.

With the greatly-increased nava' importance of the Clyde, it will be necessary for the Admiralty to establish a small nava' yard, storehouses, &c., and to maintain a large amount of ammunition and other supplies. One of the first duties of the Survey Commission will be to examine suitable sites for this yard and its buildings, and it is probable that one near Greenock will be selected. It is not proposed at present to build separate docks

and basins for the use of warships, though such a step may be required later. It is believed at the Admiralty that ample accommodation for the docking of ships can be obtained at the existing yards along the Clyde, and negotiations for these facilities will shortly be opened with several firms.

The naval defenses at Rosyth and the permanent land fortifications are to be supplemented. The chief of these forts will be at Inverkeithing, already fortified, in such a position that it can command the whole of the channel, and its armament will be sufficient to contend with a battleship of the Dreadnought class should it attempt to wreck the Forth Bridge. In all probability 12-inch guns will be mounted, so that it will be the most powerful fort yet designed in the United Kingdom, the largest guns mounted in the new forts at Dover being only 9.2-inch caliber.

NEW BAYONET STAFFLER.

Messrs. William Denny and Brothers, Dumbarton, have launched the steel screw steamer *Hamada*, built for Messrs P. Henderson and Co., Glasgow and Rangoon Service. Like other vessels of the company's fleet, it has been built to the British Corporation's classification. Her principal dimensions are—length, 430 feet; breadth, 32 feet 6 inches; depth, 31 feet 11 inches. She will have superior accommodation for passengers, and special care will be taken with the ventilation, and installation of electric fans being fitted in all the public rooms and each state room, so as to entirely neutralise the heat experienced in the passage through the Red Sea. In order to facilitate the stowage of bulky cargo, the hold piling has been

(Continued on Page 3.)

SPECIAL ADVERTISING SECTION

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**APIOL & STEEL PILLS**  
THE LIVER PILLS

A GREAT REMEDY FOR ALL IRREGULARITIES OF THE LIVER. Thousands of Ladies always take a box or two of these pills at home, or in the line of any irregularity of the system, and they are sure to find relief. These pills are the only ones recommended, being the best ever made. They cure all the ailments of the liver, and the stomach, and the bowels, and the blood, and the skin, and the nerves, and the system, and the whole body.

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**HONGKONG LOR COMPANY,  
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It is hereby notified that on and after the  
1st of March current, the **STEAMSHIP SERVICE**  
of LOR will be INCREASED to ONE  
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Telephone 914, 72 and 1033. 50, 51, 52, 53, 54, 55, 56, 57, 58, 59, 60, 61, 62, 63, 64, 65, 66, 67, 68, 69, 70, 71, 72, 73, 74, 75, 76, 77, 78, 79, 80, 81, 82, 83, 84, 85, 86, 87, 88, 89, 90, 91, 92, 93, 94, 95, 96, 97, 98, 99, 100, 101, 102, 103, 104, 105, 106, 107, 108, 109, 110, 111, 112, 113, 114, 115, 116, 117, 118, 119, 120, 121, 122, 123, 124, 125, 126, 127, 128, 129, 130, 131, 132, 133, 134, 135, 136, 137, 138, 139, 140, 141, 142, 143, 144, 145, 146, 147, 148, 149, 150, 151, 152, 153, 154, 155, 156, 157, 158, 159, 160, 161, 162, 163, 164, 165, 166, 167, 168, 169, 170, 171, 172, 173, 174, 175, 176, 177, 178, 179, 180, 181, 182, 183, 184, 185, 186, 187, 188, 189, 190, 191, 192, 193, 194, 195, 196, 197, 198, 199, 200, 201, 202, 203, 204, 205, 206, 207, 208, 209, 210, 211, 212, 213, 214, 215, 216, 217, 218, 219, 220, 221, 222, 223, 224, 225, 226, 227, 228, 229, 230, 231, 232, 233, 234, 235, 236, 237, 238, 239, 240, 241, 242, 243, 244, 245, 246, 247, 248, 249, 250, 251, 252, 253, 254, 255, 256, 257, 258, 259, 260, 261, 262, 263, 264, 265, 266, 267, 268, 269, 270, 271, 272, 273, 274, 275, 276, 277, 278, 279, 280, 281, 282, 283, 284, 285, 286, 287, 288, 289, 290, 291, 292, 293, 294, 295, 296, 297, 298, 299, 300, 301, 302, 303, 304, 305, 306, 307, 308, 309, 310, 311, 312, 313, 314, 315, 316, 317, 318, 319, 320, 321, 322, 323, 324, 325, 326, 327, 328, 329, 330, 331, 332, 333, 334, 335, 336, 337, 338, 339, 340, 341, 342, 343, 344, 345, 346, 347, 348, 349, 350, 351, 352, 353, 354, 355, 356, 357, 358, 359, 360, 361, 362, 363, 364, 365, 366, 367, 368, 369, 370, 371, 372, 373, 374, 375, 376, 377, 378, 379, 380, 381, 382, 383, 384, 385, 386, 387, 388, 389, 390, 391, 392, 393, 394, 395, 396, 397, 398, 399, 400, 401, 402, 403, 404, 405, 406, 407, 408, 409, 410, 411, 412, 413, 414, 415, 416, 417, 418, 419, 420, 421, 422, 423, 424, 425, 426, 427, 428, 429, 430, 431, 432, 433, 434, 435, 436, 437, 438, 439, 440, 441, 442, 443, 444, 445, 446, 447, 448, 449, 450, 451, 452, 453, 454, 455, 456, 457, 458, 459, 460, 461, 462, 463, 464, 465, 466, 467, 468, 469, 470, 471, 472, 473, 474, 475, 476, 477, 478, 479, 480, 481, 482, 483, 484, 485, 486, 487, 488, 489, 490, 491, 492, 493, 494, 495, 496, 497, 498, 499, 500, 501, 502, 503, 504, 505, 506, 507, 508, 509, 510, 511, 512, 513, 514, 515, 516, 517, 518, 519, 520, 521, 522, 523, 524, 525, 526, 527, 528, 529, 530, 531, 532, 533, 534, 535, 536, 537, 538, 539, 540, 541, 542, 543, 544, 545, 546, 547, 548, 549, 550, 551, 552, 553, 554, 555, 556, 557, 558, 559, 560, 561, 562, 563, 564, 565, 566, 567, 568, 569, 570, 571, 572, 573, 574, 575, 576, 577, 578, 579, 580, 581, 582, 583, 584, 585, 586, 587, 588, 589, 590, 591, 592, 593, 594, 595, 596, 597, 598, 599, 600, 601, 602, 603, 604, 605, 606, 607, 608, 609, 610, 611, 612, 613, 614, 615, 616, 617, 618, 619, 620, 621, 622, 623, 624, 625, 626, 627, 628, 629, 630, 631, 632, 633, 634, 635, 636, 637, 638, 639, 640, 641, 642, 643, 644, 645, 646, 647, 648, 649, 650, 651, 652, 653, 654, 655, 656, 657, 658, 659, 660, 661, 662, 663, 664, 665, 666, 667, 668, 669, 670, 671, 672, 673, 674, 675, 676, 677, 678, 679, 680, 681, 682, 683, 684, 685, 686, 687, 688, 689, 690, 691, 692, 693, 694, 695, 696, 697, 698, 699, 700, 701, 702, 703, 704, 705, 706, 707, 708, 709, 710, 711, 712, 713, 714, 715, 716, 717, 718, 719, 720, 721, 722, 723, 724, 725, 726, 727, 728, 729, 730, 731, 732, 733, 734, 735, 736, 737, 738, 739, 740, 741, 742, 743, 744, 745, 746, 747, 748, 749, 750, 751, 752, 753, 754, 755, 756, 757, 758, 759, 760, 761, 762, 763, 764, 765, 766, 767, 768, 769, 770, 771, 772, 773, 774, 775, 776, 777, 778, 779, 780, 781, 782, 783, 784, 785, 786, 787, 788, 789, 790, 791, 792, 793, 794, 795, 796, 797, 798, 799, 800, 801, 802, 803, 804, 805, 806, 807, 808, 809, 810, 811, 812, 813, 814, 815, 816, 817, 818, 819, 820, 821, 822, 823, 824, 825, 826, 827, 828, 829, 830, 831, 832, 833, 834, 835, 836, 837, 838, 839, 840, 841, 842, 843, 844, 845, 846, 847, 848, 849, 850, 851, 852, 853

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*(Continued)*

Association of the Society (Company) be respectively extended; all other (and unlimited) words to that effect are shown to be void and of no effect. It is the identification by the Chairman of this Meeting and that such extended and altered and amended Memoranda and other rules of Association be henceforth adopted as the Memoranda and Rules of Association of the said Society (Company) to the exclusion of those heretofore prevailing."

**AND NOTICE IS FURTHER GIVEN** that the said Petitions are directed to be heard before His Honour Sir Francis B. Collyer, Chief Justice of the said Colony, at such date, time and place as may be ordered by the said Society or the said Company, who has as secretary, policyholders and members, and who may be desired to execute the making of an Order for the confirmation of the said alterations under the Companies Ordinance Act, 1904, and the said alterations shall be made in the presence of the said Society or the said Company, and a copy of the said Petitions, together with a copy of the said alterations, shall be furnished to any such person representing the same before the said meeting, and a copy of the said alterations, together with a copy of the said Petitions, shall be furnished to the said Society or the said Company.

To: Lst

**FURNISHED** from - November 1st.  
**'DARTMOOR'** Conduit Road.  
 Apply to **G. M. HARSTON.**  
 Hongkong, August 3, 1907. 281

P.T.O. LET. 0  
 NO. 1, CANTON VILLAS, Kowloon  
 Apply 31  
 THE HONGKONG LAND INVESTMENT & AGENCY Co., Ltd.  
 Hongkong, August 3, 1909. 383

TO LET.  
ONE DETACHED ROOM with separate entrance and verandah in PRINCE'S BUILDING, Second Floor.  
Apply to:  
Wm. MEYERINK & CO.

Hongkong, July 2, 1909. 337

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TO LET.

GODOWN No. 5A, DUDDELL STREET.

Apply to  
THE HONGKONG LAND INVESTMENT

MENT & AGENCY Co., Ltd.  
Hongkong, August 1, 1909. FOR

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TO LET.

GODOWNS Nos. 95, 96 & 97, PRAYA  
EAST.  
Apply to

CHATER & MODY.  
 Hongkong, October 17, 1908. YAT  


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 TO BE LET.  
 DESIRABLE GROUND FLOOR  
 SHOP in Chater Road, Hongkong.  
 Apply to CHATER & MODY.

Care of 'CHINA MAIL' Office.  
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TO LET.

**B**UXLEY LODGE, CAINE ROAD,  
suitable for a Boarding House, School,  
or other purpose.

College, or family residence, recently painted and renovated throughout. Immediate possession.  
Apply to  
**CHATER & MODY.**  
Hongkong, May 14, 1908. 650

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**TO LET.**

NOS. 1 & 3, MORRISON HILL.  
also  
Offices at No. 3, PEDDER STREET.  
Apply  
Messrs JARDINE, MATHESON &  
Co., Ltd.  
Hongkong, May 12, 1909. 63

TO LET  
GODOWNS Nos. 7, 8 and 10, and the  
Top Floor of No. 3, (Tang Ting's East  
Godowns East Point).  
Immediate Possession. Rent exception-  
ally moderate.  
Apply to **KAN TOOK,**

No. 107, Waiwanan Street,  
(behind the Stag Hotel) or Keeper of  
No. 6, Godown (on the Spot).  
Hongkong, May 29, 1909.

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TO LET.

FIVE-ROOMED HOUSES at Kowloon

New and Commodious S. OPS, NATHAN ROAD, Kowloon. Immediate possession. Cheap Rentals.  
Apply to  
**HUMPEREYS' ESTATE & FINANCE Co., Ltd.**  
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TO LET.  
BRACONSFIELD ROAD, Fin  
Shops, Offices and Dwelling Rooms  
DWELLING ROOMS and OFFICES  
in QUEEN'S ROAD CENTRAL.  
GODOWNS in DUBLIN STREET

NO. 2, BERGONSFIELD ARCADE  
 facing the Parade Ground.  
 New Five-roomed HOUSES in SHILLING  
 STREET.  
 T. & EYRIE, No. 13, Peak, unfurnished  
 from 1st June, 1909.  
 O. M. S. PEAK HUNGALOW, Furnished,  
 Mount Kellier, from 1st October  
 1909 to 30th June, 1910.

HOUSE IN BELLEVUE TERRACE  
Robinson Road, newly painted and colour  
washed, exceptionally cheap rentals.  
FOR SALE, TOP ORIST, at Peak  
commanding magnificent view of the Har  
bour and adjacent islands.  
Premises now in occupation of Messrs  
Gordon & Co. known as 21 WHITEFIELD  
SHAKESHAIR ROAD.

Premises at SHAMEEN, CANTON  
now in occupation of the Canton-Kowloon  
Railway.  
Apply to  
**LINSTEAD & DAVIS,**  
3rd Floor, Alexandra Building.  
Hongkong, April 12, 1907. 15

榮 CHEE WING & Co. 我  
17, 28 and 29, LEE YUEN STREET (WEST  
HONGKONG.  
DEALERS IN

ALL SORTS OF ROLLER BEAMS, STEEL  
IRON WARE, &c.  
STEEL GIRDERS AND THIN  
CORRUGATED IRON, FIG IRON, &c.  
Suits for  
SHIP, ENGINEERS AND HOUSE BUILDERS.

TELEPHONE No. 762. 1524

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SECOND EDITION.

BY THE REV. J. H. CHURCHILL, D.D.,  
LIT. D., B.A., LL.M., THE MARSH  
FELLOWSHIP, CAMBRIDGE.

CHINA AND JAPAN  
— SUBMITTED TO THE SOCIETY OF THE  
"MISSIONS EXCHANGE." —  
Translated by EDWARD HARPER PARKER  
Reprinted from THE CHINA REVIEW.  
Price 50 Cents

For Sale at The "Green" Meat Market  
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SEE  
**POWELL'S**NEW SHIPMENT  
OF  
BABY CARRIAGES,  
PERAMBULATORS,GO-CARTS  
with Sun Canopies and Rain  
HoodsNOW ON SHOW AT  
**Alexandra  
Buildings,  
FIRST FLOOR.****A. S. WATSON  
& Co., Ltd.**

ESTABLISHED A.D. 1841.

WINE &amp; SPIRIT MERCHANTS.

**WATSON'S****E**VERY OLD LIQUEUR  
**SCOTCH****WHISKY**A Blend of the Finest Pure  
Malt Whiskies distilled in  
ScotlandOF  
**GENUINE AGE  
AND  
FINE MELLOW  
FLAVOUR.**

PER DOZEN.....\$16.50.

**Robert Porter & Co.'s  
BULL DOG  
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IN PINTS AND SPLITS.**A. S. WATSON & CO.,  
LIMITED,**  
ALEXANDRA BUILDINGS.**VICTORIA  
CINEMATOGRAPH**

PREMIER HALL OF HONGKONG.

TO-NIGHT! DEBUT  
of the Celebrated Australian Artistes  
**PHILLIPS SISTERS.****SISTERS LEE****SISTERS COLEMAN****NEW FILMS**

HONGKONG, March 4, 1909.

= **CALL** =  
AT  
**'MOUTRIES'**

FOR

**The Piano****36 Years  
Experience.****Satisfaction  
Guaranteed.****S. MOUTRIE & CO., LD.**

Hongkong, April 16, 1907.

**THE CITY OF PARIS,  
2, PEDDER STREET.**  
PHONE No. 535.**CHEAP SALE****20 %****OFF EVERYTHING.****BUSINESS NOTICE.****RATES OF SUBSCRIPTION**  
(Payable in advance).**CHINA MAIL (daily)** \$10.00 per month,  
including postage, \$3.50 per month.  
**OVERLAND CHINA MAIL (weekly)** \$15.00  
per year; including postage, \$17.00  
per year.Free delivery to all addresses accessible  
by motor car, including all Peak, Kowloon  
and Quarry Bay residences.Single copies, Daily, ten cents; Weekly,  
thirty cents; for cash.Telegraphic Address, "MAIL," Hongkong.  
Code, A/B.C., fifth edition.

TELEPHONE No. 22.

**CHINA MAIL, LIMITED.****General Memoranda.****FRIDAY, August 6:**2.30 p.m.—Auction of Household Furniture,  
etc. at Mr. G. P. Lammer's sales  
rooms.**MONDAY, August 9:**10 a.m.—Auction of Naval and Victualling  
Stores, at H.M. Naval Establishments.2.30 p.m.—Auction of Household Furniture,  
etc. at No. 4, Queen's Road Central,  
(Central House).Transfer Books of Hongkong & Whampoa  
Dock Co., Ltd., close from this date to  
31st August inclusive.Register of Shares of the Hongkong and  
Shanghai Banking Corporation close from  
this date to 31st Aug. inclusive.Goods per *Colonia* not cleared at 4  
p.m. on this date subject to rent  
and landing charges.**TUESDAY, August 10:**2.15 p.m.—Meeting of His Majesty's  
Justices of the Peace at the Magistracy.Goods per *Colonia* not cleared at 4  
p.m. on this date subject to rent.**WEDNESDAY, August 11:**9 p.m.—Performance at the City Hall.  
Goods per *Benlog* undelivered after  
this date subject to rent.**SATURDAY, August 14:**Noon.—Meeting of the Hongkong and  
Shanghai Banking Corporation, at the  
City Hall.**MONDAY, August 16:**Noon.—Meeting of Hongkong & Whampoa  
Dock Co., Ltd., at Co.'s Office.**The China Mail.**

HONGKONG, WEDNESDAY, AUGUST 4, 1909.

**AN ANGLO-CHINESE CONCESSION  
FIASCO.**

It is not a pleasant story which the

*North China Daily News* relates in con-

nection with the demise of the Kiangpei

Concessions, Ltd., a joint-stock company

registered at Hongkong in March, 1905.

This enterprise was started by the late

Mr. Archibald Little, the British pioneer

in Western China, in 1898, when he

made arrangements to work the Kiang-

pei Mines in Szechuan in genuine

cooperation with local officials. Until

1906, Mr. Little worked the mines with-

out friction and to the mutual benefit of

himself and the native shareholders.

The shortage of labour compelled him to

construct a narrow-gauge railway to

transport the coal to the Kiang river, an

affluent of the Yangtze, and this

meant an increase in the company's

capital. With great difficulty was the

necessary permission for the construction

of the railway wrung from the Wei-yu-

pu, and the concession granted in April,

1904 was only ratified at Peking in

December of that year.

Under the terms of the concession,

says our contemporary arrangements

were made with the Pacific Company to

act as middlemen in the acquisition of

land, and the concessionaires were em-

powered to mine for coal and iron

throughout the sub-prefecture of Kiang-

pei. An Anglo-Chinese Company was

to be formed with a capital of Tls.

500,000, in Tls. 100 shares, to be sub-

scribed for equally by British and

Chinese merchants. The Company was

to pay the Pacific Company 2½ per cent

of the gross output as rent for the

mining property, and also to pay the

Chinese Government a royalty of 5 per

cent on the gross output, and 25 per

cent of the net profits after paying in-

terest at the rate of 8 per cent on shares.

The period within which work was to be

begun was fixed at three years, and the

weakest point in the concession and the

one which eventually encompassed the

company's downfall, was the provision

that the Anglo-Chinese Company could

not acquire land mined by Chinese sub-

jects, unless the workings had been

abandoned for thirty years. The con-

cession was to be for a term of fifty

years, and provision was made for

the construction and improvement of

roads and waterways, and the building

of railways to facilitate the trans-

port of coal. Article 14 of the con-

cession read as follows: As the Kiang-

pei-Ting Coal and Iron Mining Co. will

be a source of revenue to the Chinese

Government the latter shall do all in its

power to protect and assist the said

company with a view to obtaining the

best results; the property of the Com-

pany, as well as its general staff and

workmen shall receive full legal protec-

tion from the local officials. Should

disputes arise they shall be decided by

the local authorities in accordance

with Chinese law, and foreigners

shall not be permitted to strike or

ill-treat Chinese workmen."

Almost from the outset difficulties

confronted the Company. First of all

Chinese so-called patriots objected to the

term "concession" in the Company's

title and eventually at the cost of much

time and considerable expense the name

was changed to the Kiangpei-Ting Coal

and Iron-mining Co., Ltd. The next

move of its enemies was to circulate

false rumours that the concession had

been cancelled, after which they man-

aged to secure an official order that all

capital must be deposited in a Chinese

bank. These things being adjusted

Mr. Waino, a prominent banker of Sze-

chuan, who had acted as Mr. Little's

compradore and manager of the Com-

pany, was ordered to proceed to the

Chungking Taotai's Yamen and pro-

duce all documents connected with

the purchase and lease of the

mines and land since the commence-

ments of operations. Upon Mr. Waino

proceeding to the Yamen, after taking

the British Consul's advice, he was at

once arrested and his documents im-

pounded on the plea that he had been a

party to the illegal acquisition by a

foreigner of interest in mining in China.

Six weeks the unlucky Waino languish-

ed in prison and it was not till the Com-

pany had paid a fine of Tls. 5,000 that

he was released. After this the con-

struction of the narrow-gauge railway

involved the unlucky Company in a

pack of troubles. First the Chinese

objected to the survey of the line unless

a special inspection party selected by

themselves saw the actual pegging of the

route, then complications arose as to

the supply of the necessary plant and

machinery, and finally, at the end of

1907, the Chinese obstructionists de-

clared that they would build the

railway themselves. Needless to say

though the Company agreed to this

if the control and supervision of the

railway was entrusted to their engineers,

the compromise was never acted upon

and the railway material ordered from

Home has lain idle at Chungking ever

since. Soon after this the Company

were officially informed when they

applied for permission to drive a new

adit at Shihningow in order to properly

develop the Lungwangtung seam, that

a Chinese company had been formed

three years previously to work this adit.

In other words, their claim had been

"jumped." No wonder then, in the

face of so much persistent obstruction

that the Company, which had been

forced to engage a Chinese director

and assistant at Chungking, to whom it

had to pay outrageous salaries for doing

nothing, resolved to shut down the

mines.

We continue the story in the words

of our contemporary—

When the mines were closed, and

the attitude of the local officials made

it plain that the Company must expect

continued opposition, it became clear to

the directors that the only solution to

their difficulties would be the repurchase

of the concession by the Chinese.

Sir John Jordan and the British

Consul in Szechuan were unable

to procure just treatment for the

Company. Certain ambiguities in the

original concession, with might have

been avoided had the promoter

of the enterprise had less implicit con-

fidence in Chinese good faith, afforded

pretexts to them for refusing to carry out

the plain intention of the concession.

Endless negotiations took place between

Chungking and Shanghai, Shanghai

and Peking and the question resolved

itself into what sum should be paid as

compensation for cancelling the conces-

sion. The Company's auditors, after

thorough investigation, recommended that

Tls. 403,665 would be a fair figure

at which to take over the concession,

Tls. 75,000 of this sum being put

down as the estimated loss due

to being without the railway for

two years. The King Ho Company

(the company which had jumped the

Shihningow claim) refused to entertain

this proposal, and eventually, on the

recommendation of Sir John Jordan,

who expressed his conviction that

nothing would be gained by holding

out Tls. 500,000 was accepted for the

company's property, exclusive of the

stock of coal and realizable assets.

The view of the assumptions of the British

Minister the directors had no alterna-

tive but to accept this, which, it is

hoped, will enable them to return a

little over 70 per cent of capital to

shareholders. The latter confirmed the

directors' action at the extraordinary

general meeting held on Tuesday.

Thus ends the history of the first Anglo-

Chinese mining enterprise in Western

China.

Seldom have we read a worse story

of bad faith, obstruction and flagrant

violation of properly covenanted rights.

The case is a very bad precedent and

when its details are fully appreciated in

England and America will do much to

prevent the introduction of the much

needed foreign capital into China.

What confidence would the foreign

investor have in Chinese good faith

after this? The men who have raised

the cry of "China for the Chinese,"

and are actively employed in preventing

the sincere co-operation of Chinese and

foreign investors in developing the

almost untouched mineral wealth of the

empire, are doing irreparable harm to

their country if they only knew it.

Unfortunately these men seem to be

all-powerful at present and the country's

prospects go from bad to worse.

**SOCIAL AND PERSONAL.**

Commander Basil Taylor, R.N., Har-

bour-master of Hongkong, left the

Colony to-day to join Mrs. Taylor and their

daughters in Japan.

H. M. S. *Tamar* was towed over to the

Kowloon Dock this morning by the David

Giles to undergo cleaning and repairs.

The last time she was in dock over a ton

and a half of shells were removed from the

*Tamar's* bottom.

The death of Mr. H. H. Burniston, pay-

master-in-chief, has taken place at St.

Heliers, Regent's Park, Southampton, at

the age of seventy-eight. He served in the

China war of 1897-99, when he rendered

great assistance at the capture of the *Pelito**Fortis* and was specially mentioned in

Admiral Sir M. Seymour's despatches.

Sub-Lieut. M. E. Highton has been

promoted to the rank of lieutenant, with

seniority of May 30, and reappointed to

the *Kent*, Sub-Lieut. J. N. Telford and

J. W. O. Dalglish have been appointed to

the *King Alfred*, Lieutenant E. E. G.

Burton, Royal Marine Light Infantry, has been

posted to the *Tartar* for passage to China

Station, for disposal.

**PROPER TREATMENT FOR  
DYSENTERY AND DIARRHOEA.**</







## Shipping.

## PENINSULAR &amp; ORIENTAL STEAM NAVIGATION COMPANY.

WILL dispatch VESSELS to the Undermentioned PORTS on or about the DATES named—

FOR	STEAMERS	To SAIL ON	REMARKS
SHANGHAI	CALEDONIA	8 p.m. 4th	Freight and Passage.
LONDON, via Suez	DELHI	Noon, 7th	See Special.
LONDON & ANTWERP	SARDINIA	About 11th	Freight and Passage.
SHANGHAI, MOJI, KOBE, BORNEO, AND YOKOHAMA	BORNEO	About 13th	Freight only.

E. A. HEWITT, Superintendent.

## CANADIAN PACIFIC RAILWAY CO.'S. ROYAL MAIL STEAMSHIP LINE.

Between China, Japan and Europe, via Canada and the United States, sailing at Hongkong, Shanghai, Nagasaki (through the Island Sea of Japan) Kobe, Yokohama, Victoria, and Vancouver, B.C.

The only Line that maintains a Regular Schedule Service of 18 DAYS YOKOHAMA TO VANCOUVER.

SAVING 5 TO 7 DAYS' OCEAN TRAVEL.

Proposed Sailings from Hongkong and Quebec.

From Hongkong	From Quebec
EMPERESS OF JAPAN	EMPERESS OF BRITAIN
SATURDAY, AUGUST 14th	FRIDAY, SEPT. 10.
EMPERESS OF CHINA	ALLAN LINE
SATURDAY, SEPT. 4th	FRIDAY, OCT. 1.
EMPERESS OF INDIA	EMPERESS OF IRELAND
SATURDAY, SEPT. 25th	FRIDAY, OCT. 22.

Each Trans-Pacific 'Empress' connects at Vancouver with a Special Mail Express Train and at Quebec with Atlantic Mail Steamer as shown above. The 'Empress of Britain' and 'Empress of Ireland' are magnificent vessels, of 14,500 tons, speed 20 knots, and are regarded as second to none on the Atlantic.

The 'Empress' steamers on the Pacific and on the Atlantic are equipped with the Marconi wireless apparatus.

Passengers booked to all the principal points in Canada, the United States and Europe, also around the World.

HONGKONG TO LONDON, 1st Class, via Canadian Atlantic Port or New York (including Meals and Berth in Sleeping Car while crossing the American Continent by Canadian Pacific direct line) \$27.10.

Passengers for Europe have the option of going forward by any Trans-Atlantic Line either from Canadian Ports or from New York or Boston.

SPECIAL THROUGH RATES (First Class only) are granted to Missionaries, Members of the Naval, Military, Diplomatic and Civil Services of China and Japan Governments.

Through Passengers are allowed 'Stop Over' privileges at the various points of interest on route.

R.M.S. 'EMPERESS' carries only 'One Class' of Saloon Passengers (termed Intermediate) the accommodation and commissariat being excellent in every way.

HONGKONG TO LONDON, Intermediate on Steamers and 1st Class on Canadian and American Railways.

Via Canadian Atlantic Port \$43.

Via New York \$45.

For further Information, Maps, Guide Books, Rates of Passage and Freight, apply to D. W. CLADDOCK, General Traffic Agent, Corner Pedder Street and Praya (opposite Blake Pier).

## PORTLAND &amp; ASIATIC S.S. CO.

FOR PORTLAND, via MOJI, KOBE and YOKOHAMA.

Operating in connection with the OREGON RAILROAD & NAVIGATION CO.

STEAMERS Tons Captain To SAIL

RYGGA 3288 ..... of July.

Through Bills of Lading issued to Pacific Coast Ports and all Eastern, Canadian and United States Ports. For through rates of Freight and further information, communicate with or apply to

S. SILVERSTONE, Agent.

## MESSAGERIES MARITIMES

## FRENCH MAIL LINES.

FORTNIGHTLY SERVICE TO AND FROM EUROPE, Via SUEZ CANAL.

FORTNIGHTLY SERVICE TO AND FROM JAPAN, Via SHANGHAI.

For STEAMERS CAPTAIN To SAIL, 1909.

SHANGHAI, KOBE AND YOKOHAMA AUSTRALIEN, X. August 15, p.m.

MARSEILLES, Via PORT AUSTRALIEN, X. August 17, at 1 p.m.

SHANGHAI, KOBE AND YOKOHAMA POLYNESIEN, Broc. August 30, p.m.

MARSEILLES, Via PORT AUSTRALIEN, X. August 31, at 1 p.m.

TRANSHIPPING on the Co.'s Steamers at SHANGHAI for BALATA, at COLOMBO for CALCUTTA, BOMBAY and AUSTRALIA, at PORT SAUD for the LEVANT, CONSTANTINOPLE and BLACK SEA.

Through Tickets to London, via Paris, from \$27.10 up to \$71.10. 20 hours railway from MARSEILLES to London. Interpreters meet passengers on their arrival in Marseilles.

For further particulars, apply to

P. de CHAMPMORIN, Agent, QUEEN'S BUILDING.

## HAMBURG-AMERIKA LINIE.

## HAMBURG.

## EAST-ASIATIC FREIGHT SERVICE.

REGULAR SAILINGS FROM JAPAN, CHINA AND PHILIPPINES, Via STRAITS AND COLOMBO.

To HAVRE, BREMEN AND HAMBURG, AND TO NEW YORK.

TAKING Cargo at through Rates to all European, North Continental and British Ports, also Trieste, Lisbon, Oporto, Marseilles, Genoa, and other Mediterranean, Levantine, Black Sea and Baltic Ports.

Also via Aden or Port Said by the Company's 'Arabian and Persian Service' to Arab and Persian Gulf Ports.

For further particulars, apply to

HAMBURG-AMERIKA LINIE, Hongkong Office.

For Antwerp, Rotterdam & Hamburg

S.S. SPECIAL 13th Aug.

S.S. C. VEBER 12th Aug.

S.S. AMERICA 27th Aug.

S.S. NIEMER 8th Sept.

S.S. LIBERTY 16th Sept.

For further particulars, apply to

HAMBURG-AMERIKA LINIE, Hongkong Office.

## Shipping.

## JAPANESE MAIL S.S. COMPANY.

## NIPPON YUSEN KAISHA.

## JAPANESE MAIL LINE.



## SEMI-TROPICAL ROUTE.

Only line taking the warm Southern Route across the Pacific, via ROSSUTU, OAU, the most fertile and beautiful island of the Pacific.

PROPOSED SAILINGS FROM HONGKONG (SUBJECT TO ALTERATION).

STEAMERS SAILING DATES 1909.

CHIYO MARU 31,000 Tons SATURDAY, 22 Aug. at Noon.

Twin Screw. Triple Screw Steamer.

The a.s. CHIYO MARU will leave for San Francisco, via Shanghai, Nagasaki, Kobe, Yokohama and Honolulu, on SATURDAY, August 7th at Noon.

Fares: Hongkong to London £71. 10. 0. including Berth and Meals across America.

INTERMEDIATE SERVICE.

The fine Mail Steamers ASIA and CHINA carry Intermediate passengers only, affording superior accommodation for that class.

Hongkong to London via Canadian Atlantic Ports \$43.

Hongkong to London via New York \$45.

SPECIAL RATES (first class only) granted to Missionaries, Members of the Naval, Military, Diplomatic and Civil Services, and to European Officials in the Services of the China and Japan Governments.

Through Bills of Lading issued to Japan, North, Central and South American Ports. For further information as to Passages and Freight, apply to the Agency of the Company, King's Buildings (opposite Blake Pier).

S. SILVERSTONE, Agent.

## NIPPON YUSEN KAISHA.

## (THE JAPAN MAIL STEAMSHIP CO.)

PROPOSED SAILINGS FROM HONGKONG—SUBJECT TO ALTERATION.

DESTINATIONS STEAMERS SAILING DATES 1909.

MARSEILLES, LONDON, ANTWERP, VIA SINGAPORE, PENANG, COLOMBO AND PORT SAID.

VICTORIA, B.O. & SEATEE, VIA KEELUNG, SHANGHAI, MOJI, KOBE, YOKOHAMA, SHIMIZU AND YOKOHAMA.

SYDNEY AND MELBOURNE, VIA MANILA, THURSDAY ISLAND, TOWNSVILLE AND BRISBANE.

YAWATA MARU, Capt. T. Sakine, Tons 5000, FRIDAY, 6th August, at Noon.

NIKKEO MARU, Capt. M. Yagi, Tons 6000, FRIDAY, 6th August, at Noon.

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## THE NEW FRANCE.

Premier and Minister of the Interior—M. Rouvier.

Minister of Justice—M. Barthou.

Minister of Foreign Affairs—M. Pichon.

Minister of Finance—M. Cochery.

Minister of Public Instruction—M. Doumergue.

Minister of Public Works and Posts and Telegraphs—M. Millerand.

Minister of Commerce—M. Jost Dupuy.

Minister of Agriculture—M. Rieu.

Minister of the Colonies—M. Trouillot.

Minister of Labour—M. Viviani.

Minister of Marine—Admiral Boué de Lapeyrolle.

Minister of War—General Brun.

UNDER SECRETARIES OF STATE.

Finance—M. Bonou.

War—M. Sarrail.

Marine—M. Cherrou.

Fine Arts—M. Dujardin—Eras de China.

The house had been cleaned and decorated, and the lady of it was cautioning her very young son as to his treatment of his bedroom.

"Keep off the new paper," she directed. "Don't kick the wainscot, nor put your fingers on the white paint, or else you'll spoil it." The child listened thoughtfully. "Can I touch the door handle?" he softly inquired.

Lieut. Schweitzer, a young officer of the German Army who, while under the influence of liquor, attempted to kiss the fiancée of another officer, Lieut. Grainer, whom he was escorting home from a regimental ball, has cost his life in a pistol duel at Halle with Lieut. Grainer.

The duel was prescribed by the Court of Honor. Ten paces apart the duellists stood. Each had thirty seconds to take aim, and one did not get his chance till the other had discharged his pistol.

First, Grainer missed, then Schweitzer's pistol hung fire. At Grainer's second shot Schweitzer fell mortally wounded. His death leaves a widow with a young family.

Private Miller, of the Middlesex Regiment, who was charged at the Singapore Assizes with culpable homicide not amounting to murder, was found guilty of committing a negligent act and received a sentence of four months' simple imprisonment.

Miller, along with another private, named Dunkley, were in charge of the telephone at Enslin Branch, and were, by regulation, in possession of rifles, but were not supposed to be in possession of ammunition. The two men became involved in a row with some coolies and Miller fired his rifle, the bullet passing into the coolie sleeping quarters, injuring one man in the knee, and striking a second man in the shoulder and causing his death. Evidence was given by both Dunkley and Miller, and their version of the affair was that they were in fear of being attacked by the coolies, and that Miller's rifle went off accidentally.

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